2003

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Special Locality Report 155

City of Manassas

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation Mobility Management Division 2003 Annual Average Daily Traffic Volume Estimates By Section of Route City of Manassas

						City of I	vianass	sas								
Route	Length	AADT	QA	4Tire	Bus	2Axle		uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Manassas																
				From:			Manassas									
28 Nokesville Rd	0.41	30000	G	96%	0%	2%	1%	1%	0%	С	0.080	F	0.501	33000	G	2003
				To: From:		SI	R 234		-							
28) Nokesville Rd	0.35	30000	N	96%	0%	2%	1%	1%	0%	Ν	0.080	Ν	0.501	33000	Ν	2003
				To		SR 234 Tei	nporary.	155-5								
28) Nokesville Rd	1.02	30000	N	From: 96%	0%	2%	1%	1%	0%	Ν	0.080	Ν	0.501	33000	Ν	2003
20)				To												
28 Cockrell Rd	0.80	22000	G	96%	1%	1%	ngton Rd 1%	2%	0%	F	0.084	F	0.527	24000	G	2003
28 Cockrell Rd	0.00	22000	·	30 70	1 /0			270	070		0.004	'	0.521	24000	O	2000
	0.05	44000	_	From:	40/		urch St	00/			0.004			10000		2000
28 Center Street	0.25	11000	G	96%	1%	1%	1%	2%	0%	F	0.081	F		12000	G	2003
Cor	nbined Traffic:	24000	G	96%	1%	1%	1%	2%	0%	F	NA			27000	G	
				From:		Bus	SR 234									
28) Center Street	0.37	13000	G	96%	1%	1%	1%	2%	0%	F	0.077	F		15000	G	2003
Con	nbined Traffic:	24000	G	96%	1%	1%	1%	2%	0%	F	NA			26000	G	
				To:			edee St									
7-11 0' '	2.44	40000	_	From:	407		nter St	001	001	_	0.000	_		44000	_	0000
Zebedee Street	0.11	12000	G	96%	1%	1%	1%	2%	0%	F	0.086	F		14000	G	2003
Con	nbined Traffic:	NA		Ter		<u> </u>	'II B '				NA			NA		
				To: From:			eville Rd urch St									
28) Centreville Rd	0.38	20000	G	96%	1%	1%	1%	2%	0%	F	0.075	F	0.554	22000	G	2003
20)	nbined Traffic:	30000	G	96%	1%	1%	1%	2%	0%	F	NA	•	0.001	33000	G	2000
Cui	iibiiieu iiaiiic.	30000	G	90 /6	1 /0			2 /0	0 70		INA			33000	G	
				From:	407		cott Ave			_		_		0.1000		
28 Centreville Rd	0.86	30000	G	96%	1%	1%	1%	2%	0%	F	0.072	F	0.528	34000	G	2003
				To:		Prince Willia	am Coun	ty Line								
				From:			R 28									
28 Church Street	0.29	13000	G	96%	1%	1%	1%	2%	0%	F	0.085	F		15000	G	2003
Con	nbined Traffic:	24000	G	96%	1%	1%	1%	2%	0%	F	NA			27000	G	
				To: From:		SI	R 234									
28 Church Street	0.82	11000	G	96%	1%	1%	1%	2%	0%	F	0.088	F		12000	G	2003
P'/	nbined Traffic:	24000	G	96%	1%	1%	1%	2%	0%	F	NA			26000	G	
-				To:	.,,		er Street			•					•	
Bus				From:			Manassas		1							
Dumfries Rd	0.46	18000	G	95%	1%	3%	1%	1%	0%	С	0.08	F	0.639	19000	G	2003
234) 2 4	00				.,,					Ū	0.00	•	0.000		•	
Bus				From:		155-6 Ha	stings Dr	ive								
234) Grant Ave	0.86	21000	G	96%	0%	2%	0%	1%	0%	F	0.078	F	0.673	23000	G	2003
				To		Pr W	illiam St		1							
Bus		0000	_	From:	251			401	601	_	0.0==	_	0.01-	0.00	_	
Grant Ave	0.44	23000	G	96%	0%	2%	0%	1%	0%	F	0.078	F	0.643	24000	G	2003
Dua				To:		Ch	urch St		-							
Bus 234 Grant Ave	0.44	13000	G	96%	0%	2%	0%	1%	0%	F	0.079	F	0.58	14000	G	2003
234 Grant Ave	0.44	13000	J	30 70	0 70				070		0.073	'	0.50	14000	J	2000
Bus				From:		Beaure	egard Ave	e								
Grant Ave	0.32	12000	G	96%	0%	2%	0%	1%	0%	F	0.079	F	0.579	13000	G	2003
				To:			lley Rd									
Bus				From:		Gra	nt Ave									
234)Sudley Rd	1.18	35000	G	96%	0%	2%	0%	1%	0%	С	0.079	F	0.547	37000	G	2003
				To:		NCL	Manassas	3								
				From:		OSBOI	RNE AN	D								
9463 76	0.15	110	R	<u>-</u>							NA			NA		1994
76				To:		BEN	NET HS									
				From:			ourn HS		ī					-		
1528	0.21	NA		<u> </u>		0300	110				NA			NA		
9528 76	3.21			To:		Cul	-de-Sac		1							
						Cur	ac Duc									

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Virginia Department of Transportation Mobility Management Division 2003 Annual Average Daily Traffic Volume Estimates By Section of Route City of Manassas

CAMB A-Abd In Trial Zirral Factor							City of ividitass	as								
1 Ashton Ave	Route	Length	AADT	QA	4Tire	Bus				QC		QK		AAWDT	QW	Year
1 Ashton Ave	City of Manassas															
Contact Rd C.1 Manuscan NA	<u> </u>									_		_			_	
CL Ministration	1 Ashton Ave	0.72	12000	G	98%	0%		0%	0%	С	0.099	F	0.558	13000	G	2003
2 Clover Hill Rd					To-		Cockrell Rd									
Clover Hill Rd					From:		CL Manassas									
Clover Hill Rd	2	0.05	NA								NA			NA		
Clover Hill Rd																
WaterSord Dr	O 01			_		407		407						1000		
Clover Hill Rd	2) Clover Hill Rd	0.45	1200	G	96%	1%	2% 0%	1%	0%	F	NA			1300	G	2003
Clover Hill Rd					To		Waterford Dr									
Wellington Rd Colored IRd O.27 7300 G 94% 196 38% 196 296 096 C 0.098 F 0.547 7700 G 2003	Clover Hill Rd	0.78	4200	G		1%		1%	0%	C	0.097	F	0 541	4500	G	2003
Author Accessed Author Acc	2) 3.373	0.70		•		170		170		Ŭ	0.001	•	0.011	1000	Ŭ	2000
3 Cookrell Rd 0.27 7300 G 94% 196 396 196 29 096 C 0.098 F 0.547 7700 G 2003 4 Euclid Ave 0.36 6100 G 92% 196 596 196 196 096 F 0.094 F 0.557 6500 G 2003 4 Euclid Ave 0.34 12000 G 92% 196 596 196 196 096 F 10.094 F 0.557 6500 G 2003 4 Euclid Ave 0.34 12000 G 92% 196 596 196 196 096 F 10.094 F 0.557 6500 G 2003 4 Euclid Ave 0.34 12000 G 92% 196 596 196 196 096 F 10.094 F 10.094 F 10.557 6500 G 2003 5 Godwin Dr 0.88 2800 G 94% 196 396 196 296 096 F 10.094 F 10.094 F 10.094 F 10.557 6500 G 2003 6 D 10.094 F 10.557 6500 G 2003 6 D 10.095 F 10.096 F 10.096 F 10.096 F 10.096 F 10.096 F 10.611 13000 G 2003 6 D 10.611 13000 G 2003 6 D 10.611 13000 G 10.611 1300							wennigton Ru									
SR 28 Center Street					<u> </u>											
## SR2 Scares Rivect ## Euclid Ave	3 Cockrell Rd	0.27	7300	G	94%	1%	3% 1%	2%	0%	С	0.098	F	0.547	7700	G	2003
4 Euclid Ave 0.36 6100 G 92% 1% 5% 1% 1% 0% F 0.094 F 0.557 6500 G 2003 4 Euclid Ave 0.34 12000 G 92% 1% 5% 1% 1% 0% C 0.092 F 0.611 13000 G 2003 5 Godwin Dr 0.88 2800 G 94% 1% 3% 1% 2% 0% F 0.096 F 0.625 3000 G 2003 5 Godwin Dr 0.88 19000 G 92% 1% 3% 5% 2% 0% C 0.089 F 0.615 20000 G 2003 6 Hastings Dr 1.50 14000 G 93% 1% 3% 1% 2% 0% C 0.089 F 0.615 20000 G 2003 6 Hastings Dr 1.50 14000 G 93% 1% 3% 1% 2% 0% C 0.101 F 0.663 14000 G 2003 6 Hastings Dr 1.43 7000 G 93% 1% 3% 1% 2% 0% F 0.092 F 0.532 7400 G 2003 6 Hastings Dr 1.43 7000 G 93% 1% 3% 1% 2% 0% F 0.092 F 0.532 7400 G 2003 6 Hastings Dr 1.43 7000 G 93% 1% 3% 1% 0% F 0.099 F 0.619 4500 G 2003 6 Hastings Dr 1.43 7000 G 93% 1% 3% 1% 0% F 0.099 F 0.619 4500 G 2003 6 Hastings Dr 1.43 7000 G 93% 1% 3% 1% 0% F 0.099 F 0.619 4500 G 2003 6 Hastings Dr 1.43 7000 G 93% 1% 3% 1% 0% F 0.099 F 0.619 4500 G 2003 6 Hastings Dr 1.43 7000 G 93% 1% 3% 1% 0% F 0.099 F 0.619 4500 G 2003 7 Quarry Rd 0.56 4300 G 97% 0% 2% 1% 1% 0% F 0.099 F 0.619 4500 G 2003 8 Signal Hill Rd 0.13 3800 G 97% 0% 2% 1% 1% 0% F 0.099 F 0.619 4500 G 2003 8 Signal Hill Rd 0.13 3800 G 97% 0% 2% 1% 1% 0% C 0.089 F 0.544 16000 G 2003 8 Signal Hill Rd 0.11 NA 135-Histings Drive					To:		SR 28 Center Stre	et								
## Euclid Ave					From:		Ouarry Rd									
Liberia Ave 0.34 12000 G 92% 1% 5% 1% 1% 0% C 0.092 F 0.611 13000 G 2003	Fuclid Ave	0.36	6100	G	02%	1%		1%	0%	F	0.004	F	0.557	6500	G	2003
## Euclid Ave 0.34 12000 G 92% 1% 5% 1% 1% 0% C 0.092 F 0.611 13000 G 2003	4) Luciid Ave	0.50	0100	G	32 /0	1 /0	370 170	1 /0	0 70	'	0.034	'	0.557	0300	O	2000
## Euclid Ave 0.34 12000 G 92% 1% 5% 1% 1% 0% C 0.092 F 0.611 13000 G 2003					To:		Liberia Ave		-							
Mainessis NCI Clover Hill Rd	4 Euclid Ave	0.34	12000	G		1%	5% 1%	1%	0%	С	0.092	F	0.611	13000	G	2003
Second S					To:		Manassas NCL									
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SR 234 Temporary, 155-6 Sodwin Dr 0.88 19000 G 92% 1% 3% 2% 2% 0% C 0.089 F 0.615 20000 G 2003 SR 28 S	0.1.5	0.00		_	<u> </u>	40/		00/	20/	_	0.000	_	0.005	0000	_	0000
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\$ Godwin Dr 0.88 1900 G 92% 1% 3% 2% 2% 0% C 0.089 F 0.615 2000 G 2003 6 Hastings Dr 1.50 14000 G 93% 1% 3% 1% 2% 0% C 0.101 F 0.663 14000 G 2003 6 Hastings Dr 1.43 7000 G 93% 1% 3% 1% 2% 0% C 0.101 F 0.663 14000 G 2003 6 Hastings Dr 1.43 7000 G 93% 1% 3% 1% 2% 0% F 0.092 F 0.532 7400 G 2003 7 Quarry Rd 0.56 4300 G 97% 0% 2% 1% 1% 0% F 0.099 F 0.619 4500 G 2003 8 Signal Hill Rd 0.13 3800 G 97% 0% 2% 1% 1% 0% F 0.098 F 0.56 4000 G 2003 8 Signal Hill Rd 0.13 3800 G 97% 0% 2% 1% 1% 0% F 0.098 F 0.56 4000 G 2003 107 Godwin Dr 2.01 15000 G 97% 0% 2% 1% 1% 0% F 0.098 F 0.56 4000 G 2003 108 Lucasville Rd 0.11 NA 155-61sat Ave 155-61sat					To		SR 234 Temporary 1	55-6								
SR 28	Godwin Dr	0.88	19000	G		1%			0%	C	0.089	F	0.615	20000	G	2003
Second Part	5) GOUWIII BI	0.00	10000	·		170		270		Ū	0.000	•	0.010	20000	Ü	2000
6 Hastings Dr 1.50 14000 G 90% 1% 3% 1% 2% 0% 1% 0% 14000 G 2003 6 Hastings Dr 1.43 7000 G 93% 1% 3% 1% 2% 0% 1							SK 26									
SR 234 Dumfries Rd SR 234 Richmond Rd SR 234 S	_				From:		Godwin Dr									
SR 234 Dumfries Rd SR 234 Dumfries Rd SR 234 Submond Rd SR 235 Submond Rd SR 235 Submond Rd SR 236 Submond Rd SR	6 Hastings Dr	1.50	14000	G	93%	1%	3% 1%	2%	0%	С	0.101	F	0.663	14000	G	2003
6 Hastings Dr 1.43 7000 G 93% 1% 3% 11% 2% 0% F 0.092 F 0.532 7400 G 2003 7 Quarry Rd 0.56 4300 G 97% 0% 2% 1% 1% 0% 0% F 0.099 F 0.619 4500 G 2003 8 Signal Hill Rd 0.13 3800 G 97% 0% 2% 1% 1% 0% F 0.099 F 0.619 4500 G 2003 8 Signal Hill Rd 0.13 3800 G 97% 0% 2% 1% 1% 0% F 0.098 F 0.56 4000 G 2003 107 Godwin Dr 2.01 15000 G 97% 0% 2% 1% 1% 0% C 0.09 F 0.544 16000 G 2003 107 Godwin Dr 2.01 15000 G 97% 0% 2% 1% 1% 0% C 0.09 F 0.544 16000 G 2003 108 Signal Hill Rd 0.11 NA 108 Signal Hill Rd 0.11 NA 109 Signal Hill Rd 0.11 NA 109 Signal Hill Rd 0.11 NA 100 G 94% 1% 3% 1% 1% 0% C 0.09 F 0.544 16000 G 2003 100 Grant Ave					To-		SR 234 Dumfries	Rd								
To Liberia Ave To Zebedee St					From:		SR 234 Richmond	Rd								
To Liberia Ave To Zebedee St	6 Hastings Dr	1.43	7000	G	93%	1%	3% 1%	2%	0%	F	0.092	F	0.532	7400	G	2003
Quarry Rd					To:		Liberia Ave									
7 Quarry Rd 0.56 4300 G 97% 0% 2% 1% 1% 0% F 0.099 F 0.619 4500 G 2003 8 Signal Hill Rd 0.13 3800 G 97% 0% 2% 1% 1% 0% F 0.098 F 0.56 4000 G 2003 107 Godwin Dr 2.01 15000 G 97% 0% 2% 1% 1% 0% C 0.099 F 0.544 16000 G 2003 108 SR 28					Erom:											
Signal Hill Rd Sign	O 2 5:			_		201		407		_		_			_	
8 Signal Hill Rd 0.13 3800 G 97% 0% 29% 1% 1% 0% F 0.098 F 0.56 4000 G 2003 107 Godwin Dr 2.01 15000 G 97% 0% 29% 1% 1% 0% C 0.09 F 0.544 16000 G 2003 108 SR 28	7) Quarry Rd	0.56	4300	G		0%		1%	0%	F	0.099	F	0.619	4500	G	2003
8 Signal Hill Rd 0.13 3800 G 97% 0% 22% 1% 1% 0% F 0.098 F 0.56 4000 G 2003 To Liberia Ave 107 Godwin Dr 2.01 15000 G 97% 0% 29% 19% 19% 0% C 0.09 F 0.544 16000 G 2003 108 SR 28 SR					To:		Euclid Ave									
8 Signal Hill Rd 0.13 3800 G 97% 0% 2% 1% 1% 0% F 0.098 F 0.56 4000 G 2003 Troot					From:		Richmond Ave									
107 Godwin Dr 2.01 15000 G 97% 0% 2% 19% 19% 0% C 0.09 F 0.544 16000 G 2003	Signal Hill Rd	0.13	3800	G	97%	0%		1%	0%	F	0.098	F	0.56	4000	G	2003
SR 28 SR 2					_											
2.01 15000 G 97% 0% 2% 1% 1% 0% C 0.09 F 0.544 16000 G 2003 SR 234																
SR 234 From 76-692 JB-76-155 SCL MANASSAS 4350 LUCA NA NA NA NA NA NA NA					From:		SR 28									
Total NA NA NA NA NA NA NA N	107) Godwin Dr	2.01	15000	G	97%	0%	2% 1%	1%	0%	С	0.09	F	0.544	16000	G	2003
NA NA NA NA NA NA NA NA					To:		SR 234									
NA NA NA NA NA NA NA NA					From: 76	602 ID 2	76 155 CCI MANAC	CAC 4250	LUCA							
Tor 155-6 Hastings Drive 155-6 Hastings	Luggavilla Dd	0.11	NIA		70-	-092 JD-	(0-133 SCL MANAS	3A3 4330	LUCA		NIA			NIA		
First Grant Ave	4350) Lucasville Ru	0.11	NA				100 (77) 70 1				INA			INA		
Richmond Ave 0.60 12000 G 94% 1% 3% 1% 1% 0% C 0.089 F 0.54 13000 G 2003 State Column					10:		155-6 Hastings Dri	ve								
Richmond Ave 0.60 12000 G 94 94 1% 3% 1% 1% 0% C 0.089 F 0.54 13000 G 2003					From:		Grant Ave									
Fairview Ave Fair	Richmond Ave	0.60	12000	G	94%	1%		1%	0%	С	0.089	F	0.54	13000	G	2003
Richmond Ave 0.94 1400 G 94% 1% 3% 1% 1% 0% F 0.098 F 0.508 1500 G 2003								-								
To Liberia Ave From: ECL Manassas, 76-3000 PW Pkwy	<u> </u>															
From:	(4352) Richmond Ave	0.94	1400	G	94%	1%		1%	0%	F	0.098	F	0.508	1500	G	2003
A353 Fairview Ave 0.74 15000 G 96% 0% 2% 1% 1% 0% C 0.089 F 0.565 16000 G 2003					To:		Liberia Ave									
4353) Fairview Ave 0.74 15000 G 96% 0% 2% 1% 1% 0% C 0.089 F 0.565 16000 G 2003 To					From:	FCI	Manassas 76-3000 1	PW Plan	, <u> </u>				·			
To	Faintion Ava	0.74	15000	c						_	0 000	_	0.565	16000	G	2002
From Center St	4353) I All VIEW AVE	0.74	13000	J	30 70	U /0	∠/U 170	1 /0	U /0	C	0.009	1.	0.505	10000	G	2003
First Main St 0.50 11000 G 96% 0% 2% 1% 1% 0% F 0.091 F 0.661 11000 G 2003 SR 28 Center St Center	_				From		155-4352 Richmond	Ave	-							
To SR 28 Center St	Fairview Ave	0.50	11000	G		0%			0%	F	0.091	F	0.661	11000	G	2003
From: Center St	1000)	2.00		_		J / U				•		•			_	_550
4355) Main St 0.24 3300 G 96% 0% 3% 0% 1% 0% C 0.095 F 0.645 3500 G 2003																
	₄₃₅₅) Main St	0.24	3300	G	96%	0%	3% 0%	1%	0%	С	0.095	F	0.645	3500	G	2003
					To:		Portner Ave									

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Virginia Department of Transportation Mobility Management Division 2003 Annual Average Daily Traffic Volume Estimates By Section of Route City of Manassas

						City of	Manass	as								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Manassas																
O				From:			ant Ave			_					_	
(4356) Portner Ave	0.43	2400	G	93%	2%	3%	0%	1%	0%	F	0.090	F	0.555	2500	G	2003
				To: From:		Su	dley Rd		-							
(4356) Portner Ave	0.57	5400	G	93%	2%	3%	0%	1%	0%	С	0.089	F	0.583	5800	G	2003
				To-		Lib	eria Ave									
				From:		Cent	reville Rd									
(4357) Sudley Rd	0.76	23000	G	93%	2%	3%	0%	1%	0%	F	0.079	F	0.519	24000	G	2003
$\bigcup_{i=1}^{n}$				To:		S	SR 234									
				From:		WCL	Manassas		Ī							
(4358) Wellington Rd	0.78	14000	G	92%	1%	3%	2%	1%	0%	С	0.094	F	0.550	15000	G	2003
				To:			SR 28									
(4358) Wellington Rd	1.07	15000	G	From: 92%	1%	3%	2%	1%	0%	F	0.092	F	0.616	16000	G	2003
4356) 17 Similgion 1 to	1.01		•		170			170		•	0.002	•	0.010	10000	Ū	2000
○ M III + D I	0.04	4=000	_	From:	40/		er Hill Rd	40/			0.000		0.540	40000		0000
(4358) Wellington Rd	0.61	15000	G	92% To:	1%	3%	2%	1%	0%	F	0.088	F	0.542	16000	G	2003
							SR 234									
04	0.00	0000	_	From:	00/		lington Rd	001	001	_	0.400	_	0	0.400	_	0000
(4359) Stonewall Rd	0.38	2300	G	97%	0%	2%	0%	0%	0%	F	0.103	F	0.776	2400	G	2003
<u> </u>				To: From:			enter St									
(4359) Stonewall Rd	0.90	5200	G	97%	0%	2%	0%	0%	0%	С	0.095	F	0.537	5500	G	2003
				To:		Su	dley Rd									
				From:		155-4353	Fairview.	Ave								
(4361) Liberia Ave	1.77	34000	G	93%	1%	4%	1%	1%	0%	С	0.079	F	0.609	37000	G	2003
				To		SR 28 C	Centreville	Rd								
(4361) Liberia Ave	1.18	12000	G	93%	1%	4%	1%	1%	0%	F	0.094	F	0.559	13000	G	2003
4301) 2.501.671.70			_	- T	.,,					•	0.00	•	0.000	.0000	•	
A Liberia Ava	0.44	0500	^	From:	1%		Stonewal 1%	1%	00/		0.101	г	0.500	10000		2002
(4361) Liberia Ave	0.41	9500	G	93% To:		4%			0%	F	0.101	F	0.509	10000	G	2003
					NCL IVI	anassas, 76		iona Di S	oum							
Otana annall Dal	0.40	4000	_	From:	00/		dley Rd	40/	00/	_	0.000	_	0.004	5000	0	0000
(4365) Stonewall Rd	0.49	4900	G	97%	0%	2%	0%	1%	0%	F	0.099	F	0.624	5200	G	2003
				From:			newall Ct		-							
(4365) Stonewall Rd	0.26	4700	G	97 <u>%</u>	0%	2%	0%	1%	0%	С	0.094	F	0.600	5000	G	2003
				To:		Lib	eria Ave									
				From:		Sha	nnon Rd									
Greenleaf Dr		310	G								0.237	F		330	G	2003
				To:		Ceda	r Ridge Dr									
				From:		Sar	ajevo Ct									
Karlo St		550	G								0.105	F		590	G	2003
				To:		1	Γito Ct									
				From:		Jacks	on Avenue									
Longstreet Drive		420	G								0.104	F	0.578	420	G	2003
•				To:		Wee	ems Road									
				From:		Gr	ant Ave									
Meadowview Dr		270	G	.							0.132	F		280	G	2003
				To:		Vir	ginia Ave									
				From:			berry Ave		1							
Oak Glen Rd		240	G	<u> </u>		Day	y 11vc				0.155	F		250	G	2003
33 3.31110			-	To		Thor	nwood Ln				5.700	•		_00	-	_500
				From:					1							
Peabody Street		350	G			Stua	rt Avenue				0.106	F	0.579	350	G	2003
readouy Street		350	G	To		D c L	con Deix-				0.106	г	0.579	JOU	G	2003
							son Drive									
The			_	From:		Oal	kglen Rd				0.4	_		222	_	0000
Thornwood Ln		280	G	. —							0.141	F		300	G	2003
				To:		Bay	berry Ave									

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